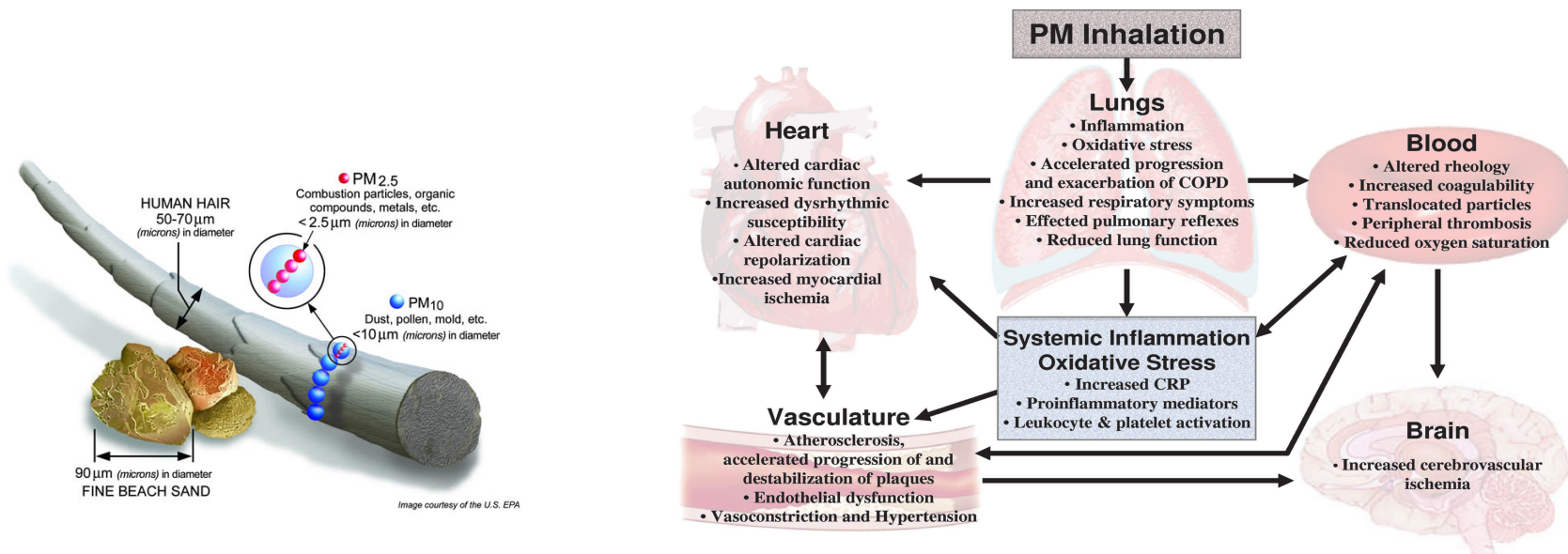


# **Estimating associations between source-apportioned particulate matter and emergency department visits in multicity studies**

**Jenna R. Krall  
Emory University**

# Background

- Total mass particulate matter (PM) air pollution has been associated with mortality and morbidity
- Some evidence that PM less than 2.5  $\mu\text{m}$  in aerodynamic diameter ( $\text{PM}_{2.5}$ ) is more toxic than other size distributions

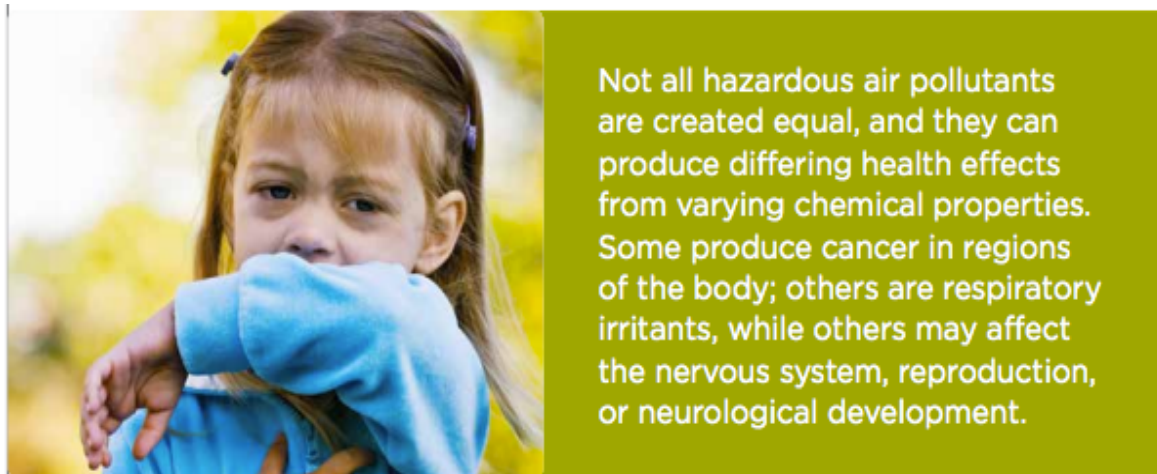


**Figure 4.** Potential general pathophysiological pathways linking PM exposure with cardiopulmonary morbidity and mortality.

**Pope and Dockery (2006) *J. Air & Waste Manage. Assoc.***

## Background

- PM<sub>2.5</sub> is a temporally and spatially varying mixture of chemical constituents
- PM<sub>2.5</sub> is generated by both anthropogenic and natural sources
- Sources of PM<sub>2.5</sub> likely vary in their associations with adverse health outcomes

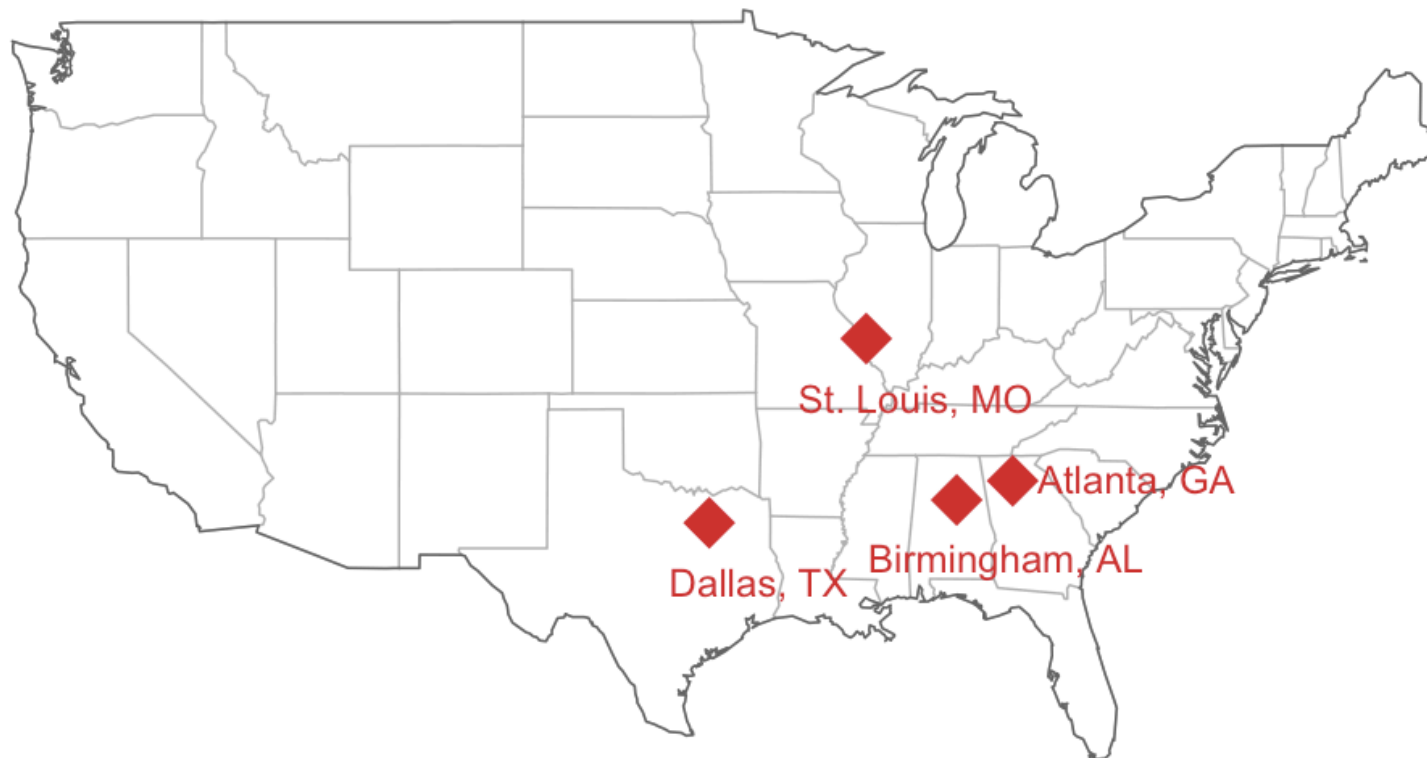


**Pittsburgh Regional Threats Analysis Report (2013)**

# Aim

To compare across 4 US cities:

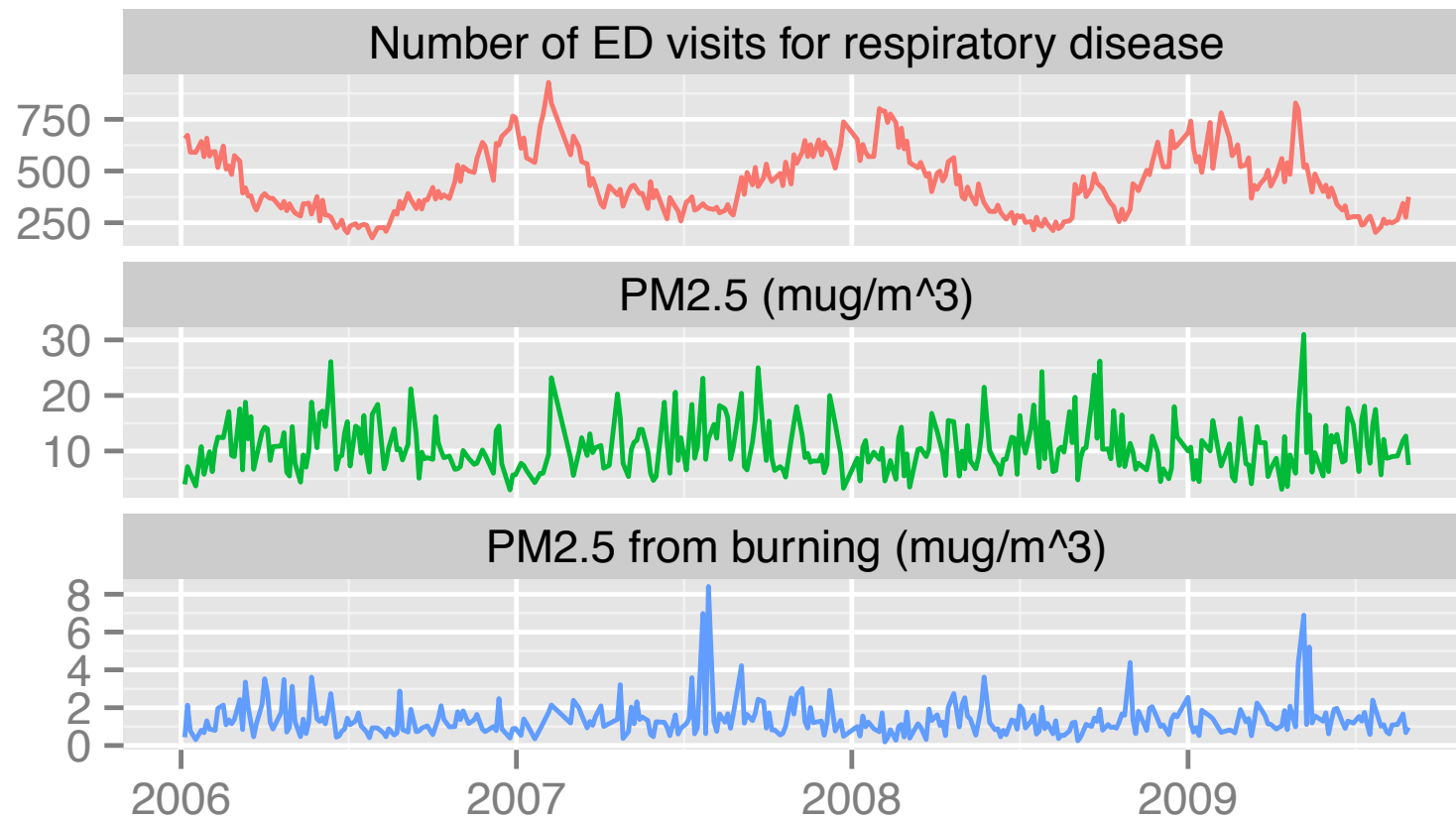
- Sources of  $PM_{2.5}$
- Associations between sources of  $PM_{2.5}$  and emergency department (ED) visits for respiratory diseases



## Data

For each city:

- Daily ED visits for respiratory diseases
- Total  $\text{PM}_{2.5}$  mass and  $\text{PM}_{2.5}$  chemical constituents from a central monitoring site
- Source-apportioned  $\text{PM}_{2.5}$  estimated from  $\text{PM}_{2.5}$  chemical constituents

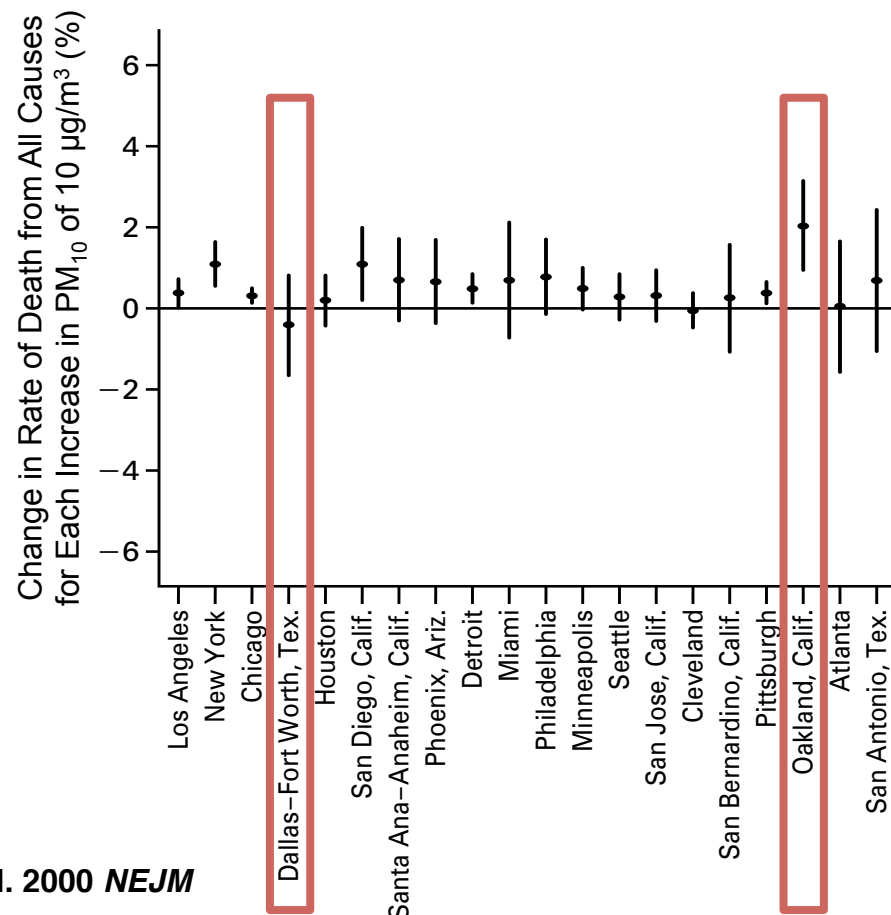


## Challenges for multicity epidemiologic studies of PM

Between-city heterogeneity in estimated health effects may be driven by

- Differences in population or exposure characteristics
- Differences in particle chemical composition

*What population characteristics drive between-city differences?*



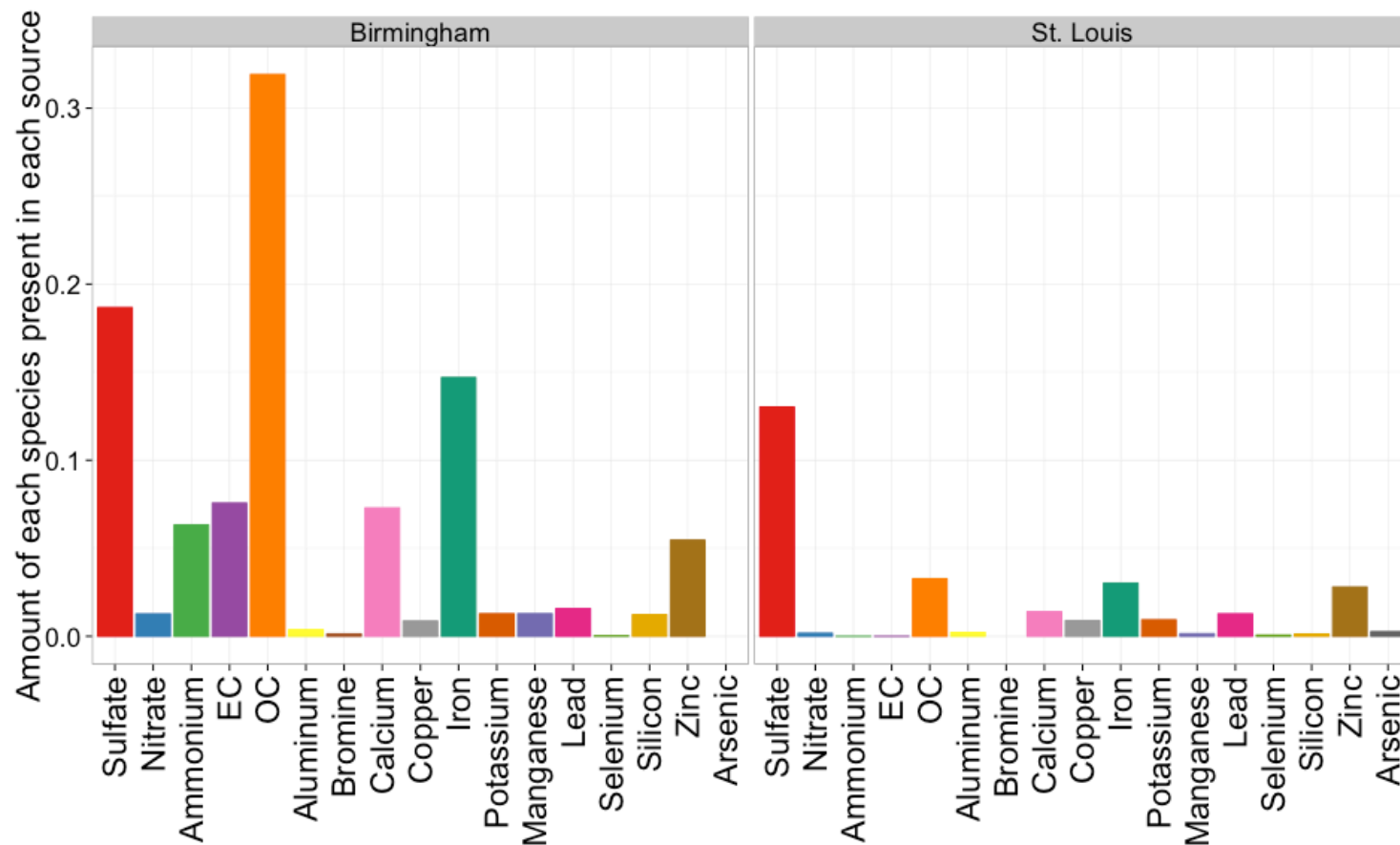
Reproduced from Samet et al. 2000 *NEJM*

## Challenges for multicity studies of sources of PM<sub>2.5</sub> and health

- Sources of PM<sub>2.5</sub> estimated separately for each city
- Sources of PM<sub>2.5</sub> vary in chemical composition between cities

*Between-city heterogeneity could also be driven by differences in source composition*

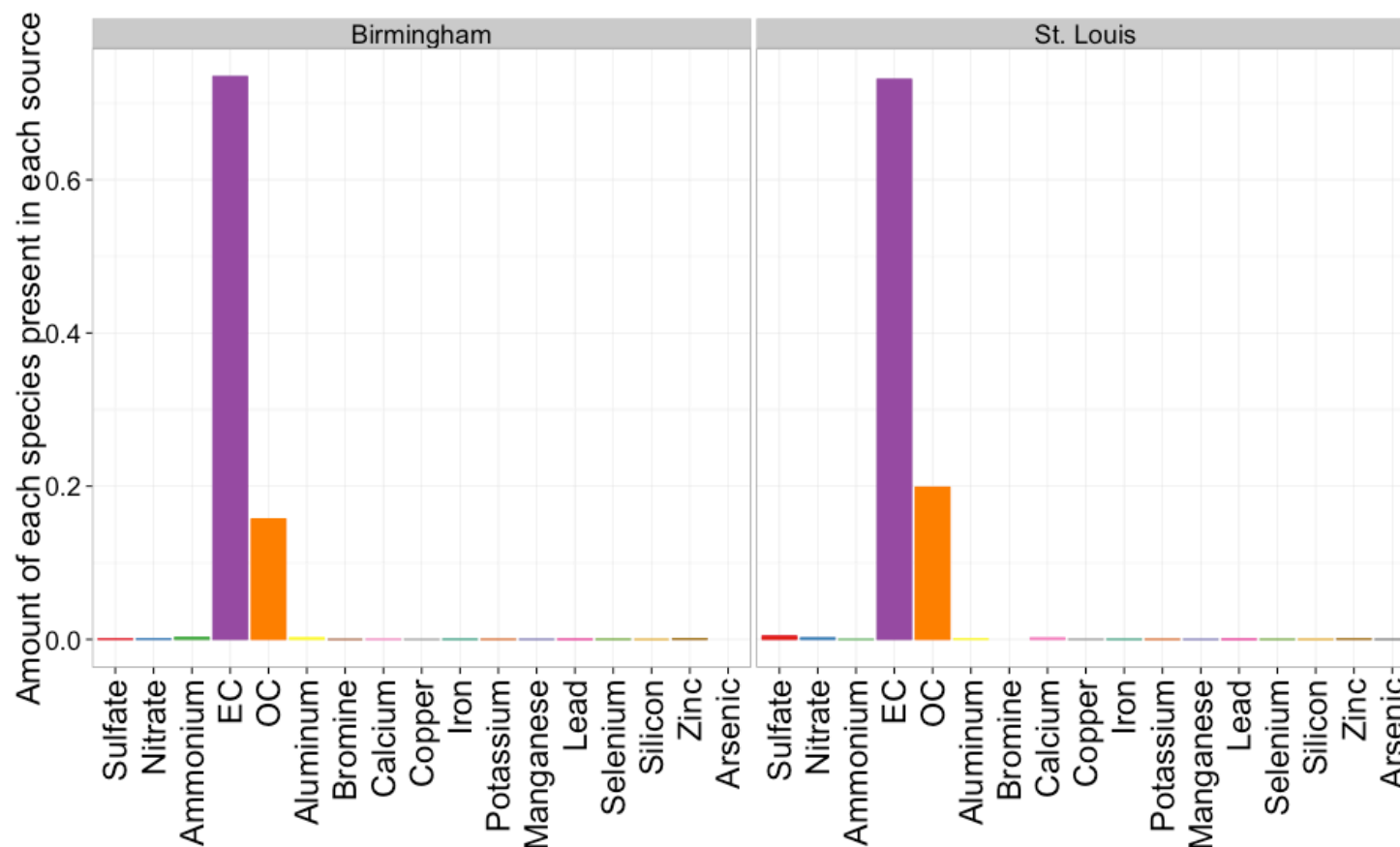
### PM<sub>2.5</sub> from metals source



# Challenges for multicity studies of sources of PM<sub>2.5</sub> and health

- Some sources similar in chemical composition across cities
- By only comparing “similar” sources across cities, can eliminate one source of between-city heterogeneity

## PM<sub>2.5</sub> from diesel vehicles





## Data: Source-apportioned PM<sub>2.5</sub> for 4 US cities

Primary sources of PM<sub>2.5</sub> identified using central monitoring site data

| Source          | Atlanta | Birmingham | St. Louis | Dallas |
|-----------------|---------|------------|-----------|--------|
| Mobile          |         |            |           |        |
| Gas vehicles    |         |            |           |        |
| Diesel vehicles |         |            |           |        |
| Biomass burning |         |            |           |        |
| Coal combustion |         |            |           |        |
| Metals          |         |            |           |        |
| Dust            |         |            |           |        |

|                            |  |
|----------------------------|--|
| Source identified          |  |
| Source not identified      |  |
| Not reliably estimated     |  |
| Source obtained by average |  |

# Data: PM<sub>2.5</sub> source profiles in summer



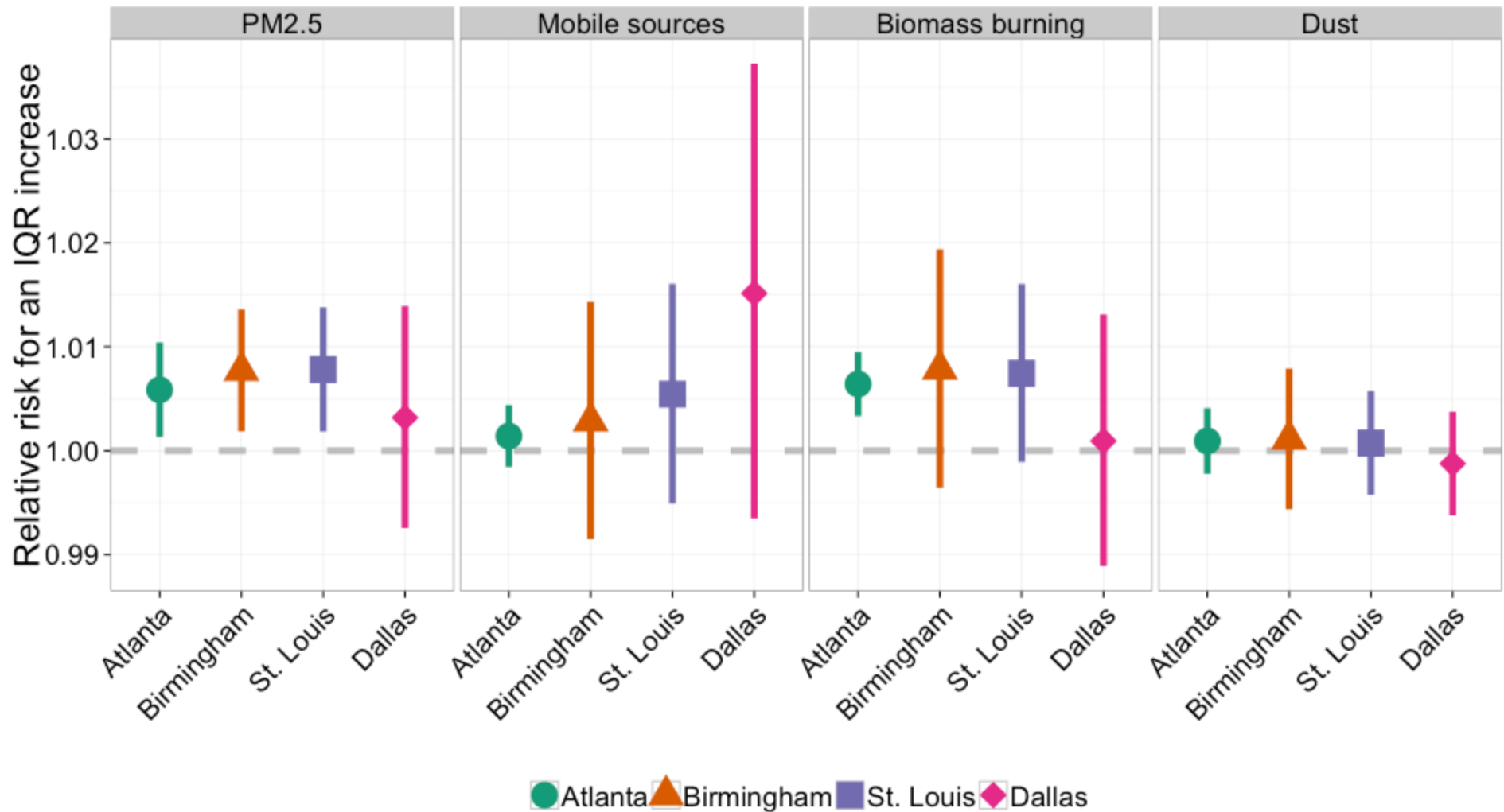
## Results: Chemical compositions of sources across cities

- Correlation between source profiles across cities
- Mean squared differences in source profiles (x 100) across cities

| Source                 | Number of cities | Correlation<br>average (min, max) | Mean squared difference (x 100)<br>average (min, max) | Pairwise comparisons |
|------------------------|------------------|-----------------------------------|---|----------------------|
| Gas vehicles           | 4                | 1.00 (1.00, 1.00)                 | 0.01 (0.00, 0.03)                                     | 12                   |
| Diesel vehicles        | 4                | 1.00 (1.00, 1.00)                 | 0.03 (0.01, 0.06)                                     | 12                   |
| Dust                   | 4                | 1.00 (0.99, 1.00)                 | 0.00 (0.00, 0.01)                                     | 12                   |
| Biomass burning        | 4                | 0.99 (0.97, 1.00)                 | 0.05 (0.01, 0.11)                                     | 12                   |
| <b>Coal combustion</b> | <b>3</b>         | <b>0.69 (0.48, 0.98)</b>          | <b>0.23 (0.04, 0.39)</b>                              | <b>6</b>             |
| <b>Metals</b>          | <b>2</b>         | <b>0.67 (0.59, 0.74)</b>          | <b>0.61 (0.52, 0.71)</b>                              | <b>2</b>             |

## Results: Estimated health effects across cities

Estimated associations between lag 2  $\text{PM}_{2.5}$  mass and source-apportioned  $\text{PM}_{2.5}$  and ED visits for respiratory diseases



# Conclusions and future work

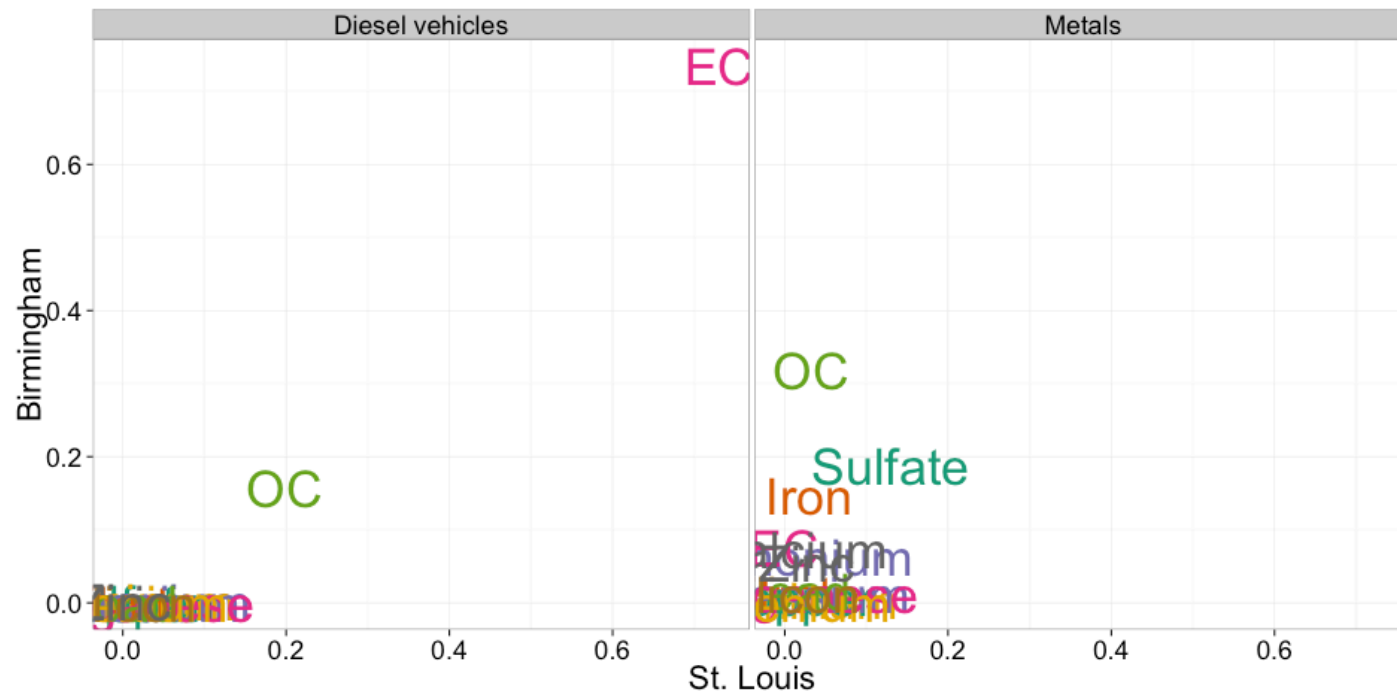
## Conclusions

1. Chemical compositions of PM<sub>2.5</sub> from metals and coal combustion vary across cities
2. Found some evidence of associations between biomass burning PM<sub>2.5</sub> and ED visits for respiratory diseases

## Future work

1. For comparing source profiles, how different is too different?
2. What is the best way to compare profiles?

## Visually comparing profiles between St. Louis and Birmingham



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